



MICHIGAN Aviation

Published Quarterly for Users of Michigan's Air Transportation System 



2007 Vol. 40 No. 1

.....

AIRPORT SPOTLIGHT -
LIVINGSTON COUNTY AIRPORT pg. 4



DIRECTOR'S DESK



● **Rob Abent, Director
Michigan Aeronautics
Commission**

One of the most enjoyable and rewarding aspects of this job is the opportunity to recognize excellence among the many members of Michigan's aviation community. Each year the Michigan Aeronautics Commission presents its Awards of Excellence to one individual and one group who's contributions to fostering and promoting aviation in our state have been distinguished.

This year the awards were presented at the September meeting of the Aeronautics Commission to Jim Rice and the Detroit FAA Flight Standards District Office, Safety Counselor Association.

Mr. Jim Rice is Manager of the Bishop International Airport, in Flint. He is recognized for his leadership in the development of Flint Bishop International Airport and 35 years of dedicated service toward the improvement of aviation in the State of Michigan. Jim has been a long-time friend of the Commission and Department of Transportation.

The Detroit Area Safety Counselors are a group of volunteer pilots, mechanics, flight instructors, medical examiners, pilot examiners, air traffic controllers, and others who are appointed by the FAA. They have been long-time advocates for aviation safety. Through seminars, publications, and sponsorship of myriad events, they have surely helped make Michigan a safer place for pilots.

AIRPORT SPOTLIGHT

Beginning with this issue of *Michigan Aviation*, we are introducing a semi-regular feature which will spotlight an airport improvement project in Michigan. With the commissioning of a new Instrument Landing System at the Livingston County Airport, we are very excited that a decade-long project at the airport has



● **Jim Rice**

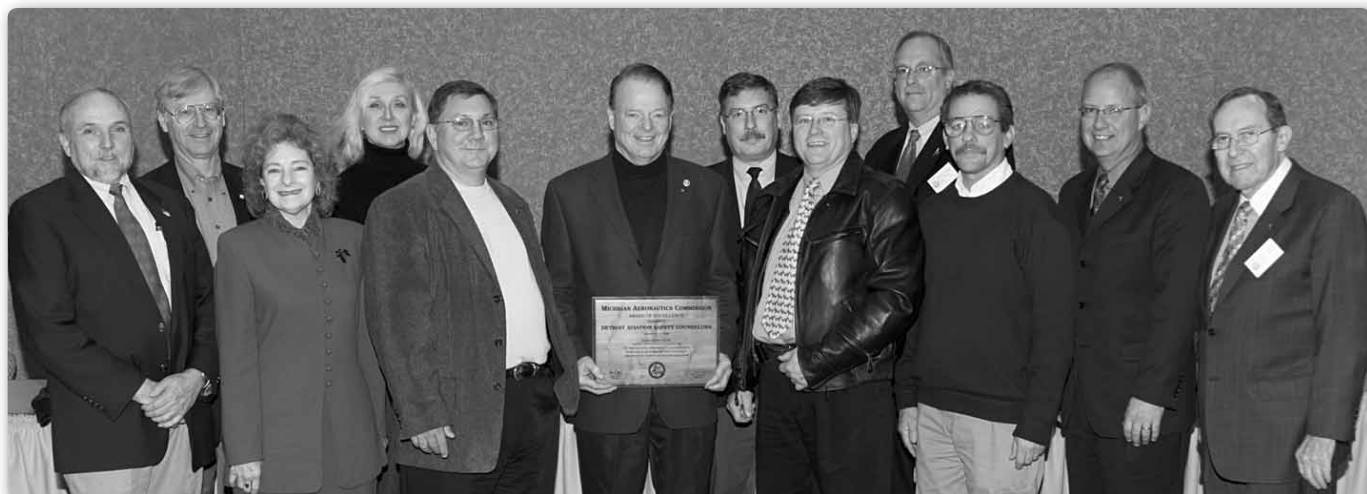
been completed. Airport Manager, Mark Johnson, has written an excellent description of the project, beginning on Page 4.

FORMER COMMISSION CHAIRS HONORED

Members of the Aeronautics Commission serve without compensation. In particular, the chairman serves countless hours advocating for aviation, traveling the state, and discussing issues of importance with our partners. We have been considering how to recognize these contributions in some small yet significant way. We have determined that we would

establish a new tradition to honor former Commission chairs through the presentation of a plaque and ceremonial gavel.

At the November meeting it was my pleasure to join MDOT Director Kirk Steudle as we inaugurated this tradition by presenting former chairmen Terry Everman and Sidney Adams with these tokens of our appreciation for their service.



● **Attending the award ceremony (left to right) Steve Weaver, Aviation Safety Counselors (ASC) Secretary; Tim Kramer, ASC member; Carol Callan, FAA Safety Program Manager; Corrinne Barringer, ASC member; Terry Everman, Aeronautics Commission member; Tom Kennedy, ASC member; Gary Knaggs, FAA Safety Program Manager; Jerry Delaney, ASC member; Rob Abent, Aeronautics Commission Director; Randy Collier, ASC member and MDOT staff member; Kirk Steudle, MDOT Director; and James Collins, Aeronautics Commission Chair.**

Photo by Tim Burke, MDOT photo lab.



AVIATION INFORMATION

The 19th Annual Michigan Aviation Hall of Fame enshrinement ceremony was held at the Kalamazoo Aviation History Museum on October 7, 2006. John R. Ghere, Ira "Ike" Kepford, David C. Leetsma, and Pat Schiffer were recognized for their contributions to the advancement of aviation. They were selected from a list of 60 nominees. In addition, the Hall of Fame's annual General Arthur P. Tesner Spirit of Flight Award, was bestowed on the Nomads Flying Club.

Organized in 1965, Nomads is a private travel club that provides members the opportunity to travel the world and serve as goodwill ambassadors from the State of Michigan. It is the only club in the nation that owns and operates its own aircraft. The Nomads "flying clubhouse" was a Douglas DC-7 from 1965-1971, a Lockheed L-188 from 1971-1993, a Convair 990A from 1975-1979, and currently is a Boeing 727-200.

John R. Ghere was born on October 3, 1934 in Anthony, Kansas. He moved with his parents to Eaton Rapids at the age of one. After graduating from Eaton Rapids High School in 1953, he attended Central Michigan College, where he earned a degree in secondary education. He was commissioned as a cavalry officer in 1958 after completing ROTC training. After receiving his a fixed-wing and helicopter ratings, John served in Korea and Vietnam in numerous leadership positions. He accumulated over 500 hours of combat flying hours. He was the innovator of attaching a 50 caliber machine gun on the Huey helicopter. In 1968, Colonel Ghere joined the Michigan National Guard where he served for 20 years. He commanded the aviation unit in Grand Ledge from 1971 to 1975. In 1988 Colonel Ghere retired from the Michigan National Guard and joined the U.S. Army reserve as the Liaison to the Michigan State Police. He remained in this position until his retirement in 1994, culminating 36 years of Army service. Colonel Ghere's military decoration include the Distinguished Flying Cross, an Air Medal with 22 Oak Leaf Clusters, and an Army Commendation Medal.

Ira "Ike" Kepford, of Muskegon, was one of the top naval fighter aces in World War II. He was credited with 16 air-to-air-combat victories as a member of the elite VF-17 "Jolly Rogers" squadron flying F4U Corsair fighter airplanes. Ike was born on May 19, 1919 in Illinois. The family moved to Muskegon shortly after Ike's birth. He was an outstanding scholar and athlete at Muskegon Senior High School. He went on to Northwestern University where he also excelled in academics and athletics. After college, Ike enlisted in the U.S. Naval Reserve, graduating at the top of his

class. Lt. Commander Kepford was awarded the Navy Cross, Silver Star, Distinguished Flying Cross among other decorations. After the war, Ike and his wife, Esther, had two children while he pursued a business career with the Liggett-Rexall Drug Company. He retired in 1970 as president of the company. Ike died on January 19, 1987 at his home in Harbor Springs.

Captain David C. Leetsma was born in 1949 in Muskegon and has logged more than 3,500 hours of flight time, including 1,500 hours in the Navy F-14, and is a veteran of three space shuttle flights. After graduating from Tustin High School in California, David entered the U.S. Naval Academy, graduating first in the class of 1971 with a degree in aeronautical engineering. He earned a masters degree the following year from the U.S. Naval Postgraduate School. After earning his navy wings in 1973 he made three overseas deployments while flying aboard the USS John F. Kennedy aircraft carrier. Captain Leetsma joined the NASA astronaut corps in 1980 and has logged 532 hours in space. He has also served in many management roles at NASA's Johnson Space Center in Houston. He is currently in charge of the space center's Advanced Planning Office, preparing NASA for human missions to the moon and Mars.

Flying was **Pat Schiffer's** passion – a passion he shared with dedication and enthusiasm. His contributions to aviation can be measured in the number and quality of aviators he mentored. Pat distinguished himself as a pilot, mechanic, instructor, and aviation advocate. He learned to fly in 1946 from his older brother. He served as a civilian flight instructor at an Air Force contract flight school in North Carolina, training pilots in the AT-6, T-28, and T-34. Pat was an aircraft mechanic for 45 years, a flight instructor for 41 years, a professor of aviation at Western Michigan University for 27 years, and a designated pilot examiner for 23 years. He participated in every aspect of general aviation including service on airport boards, search and rescue, operation of a Fixed Base Operation, and crop dusting in Stearman and J-3 airplanes. Pat logged over 17,000 hours of flying before his death in 1993. Pat's legacy lives on in three generations of flying Schiffers: all four of his children and three of eight grandchildren soloed on their 16th birthdays. His sons, Al and Mike, own and operate Al's Aerial Spraying. His oldest grandson Matthew, who soloed with Pat, flies F-16s for the U.S. Air Force and has served in Iraq.

The city of Three Rivers has been chosen by the Clifford Development Group and Hov-Aire as the site for a facility to install FADEC (Full Authority Digital Engine Control) engines on Cessna Citation II aircraft. The modification boosts performance and range in the older-model jets. The company will be expanding an existing building at the airport industrial park.

The Northwestern Michigan College aviation program, in Traverse City, is under new leadership. Aaron Cook has been named program director and Tony Sauerbrey has been appointed Chief Flight Instructor.

Cook is a 2000 graduate of NMC where he served as a flight instructor until 2002. He then worked as a pilot for Air Services, Inc., a Traverse City-based aircraft management company until accepting his new position. He also has a bachelor's degree from Davenport University. He replaces Robert Buttleman, who retired as program director earlier this year.

Sauerbrey comes from the University of North Dakota, where he was assistant chief flight instructor. He earned a bachelor's degree in Aerospace Sciences from UND in 1996.

NMC has operated its aviation program since 1967 and is the largest community college-based aviation program in Michigan. Additional information is available at www.nmc.edu/aviation.

The Maintenance Committee of the National Business Aviation Association (NBAA) is dedicated to promoting technical education and professional development as a means for corporate maintenance technicians to enhance their careers. To support this position, NBAA offers the Maintenance Technical Reward and Career Scholarship (Maintenance TRACS),

AVIATION INFORMATION

Continued On Back Page

AIRPORT IMPROVEMENT SPOTLIGHT

LIVINGSTON COUNTY AIRPORT,

A STORY OF SUCCESS *By Mark Johnson, Manager, Livingston County Spencer J. Hardy Airport*

Beginning in 1996, the Livingston County Board of Commissioners began an update to the Airport Master Plan: a new 20-year document to address the aviation needs of the community. The previous plan had included a new primary Northeast/Southwest runway that would require the acquisition of approximately 650 acres of property, including 40 nearby residences, and the closure of two local roads. It was determined that the previous plan was too invasive to the local community.

The new Airport Master Plan set out to meet the following six goals: implementation of current FAA airport design standards, implementation of a precision instrument approach procedure, construction of facilities necessary to accommodate the instrument approach procedure, construction of a crosswind runway, development of additional building areas for future development, and minimization of the impact to local roadways while allowing for the necessary development in the first five criteria items.

A total of 55 people were included on the review team for the Airport Master Plan. This included representatives from local businesses, government, and other community leaders. Numerous public meetings and information sessions were held for the evaluation of 15 different runway alternatives identified that would meet some or all of the goals of the Airport Master Plan project.

Ultimately, an Airport Master Plan was adopted that met five of the six planning goals. The provision for a crosswind runway was removed from the plan since it would create air traffic and noise issues over new areas of our community.

The adopted plan included a new 5000 by 100 foot runway, to be constructed three hundred feet north and parallel to the existing runway 13/31, a full parallel taxiway on each side of the new runway, a new hangar, terminal and apron area on the North side of the new runway, and the installation of an Instrument Landing System (ILS) to Runway 13. The Livingston County Airport had been place-named by Congress to receive an ILS.

During the development of the Airport Master Plan, it was decided that once the plan was adopted (in 2000), steps would be immediately taken to implement the plan. The first step in this process was to begin an Environmental Assessment for the proposed project.

The Environmental Assessment identified approximately six acres of wetlands that would be affected by the project, which were mitigated in cooperation with MDOT – Highways. With the creation of 40 acres of wetlands, both the airport's wetland mitigation and M-59 improvements were jointly mitigated on a site approximately five miles from the airport. Mitigation was also necessary for a historic farm site adjacent to the airport.

With the completion of the Environmental Assessment, the purchase of property necessary for the identified improvements began. Overall, approximately 200 acres of property have been purchased, including six through the eminent domain process. An additional 23 Aviation Easements to protect the instrument approaches to the airport will be purchased in the coming years.

Tooley Road was relocated in order to allow for the extension of the future runway to the East and provide adequate safety area and runway approach area protection. This formerly gravel road was paved as a

part of the project since the road will eventually lead to the new airport terminal building and main hangar area.

Beginning in 2004, site preparation began for the relocation of 100 T-hangars formerly on the Northwest corner of the airport. This hangar location would interfere with the future ILS critical area and the hangars were relocated to a central area on the North side of the future runway. A portion of the North parallel taxiway was also constructed during this phase of the project.

On August 1, 2005, the Livingston County Board of Commissioners renamed the airport the Livingston County Spencer J. Hardy Airport in honor of Spencer Hardy who was involved in the early development of the airport, including assisting in choosing the airport location at the intersection of M-59 and I-96. Mr. Hardy owned and operated Livingston Aviation which taught hundreds of community residents how to fly, sold Piper Aircraft and aviation fuels at the airport. He was also instrumental in the construction of a terminal building and early T-hangar development.

Before the hangar relocation could begin, an additional twenty T-hangars were built in the new location in order to provide covered space for aircraft during the relocation of the existing T-hangars. Once this row was completed, one hangar building at a time was dismantled and re-assembled on the new site. A new roof was installed on each of the hangar buildings during the re-assembly.

Construction of the new runway began in the spring of 2005. Concrete was chosen for the pavement (as opposed to asphalt) since less routine maintenance will be required over the life of the pavement. Only one runway is planned for the Livingston County Airport and runway maintenance often would require the airport to be closed to all traffic. The concrete runway will enable the airport to be a reliable destination for aircraft using the facility. A 38 inch pavement section was constructed: 24 inches of sand, six inches of gravel and eight inches of concrete stressed to 100,000 pound landing weights. The runway opened for traffic on May 3, 2006 and the old runway was simultaneously closed. Spencer J. Hardy was a passenger in the last aircraft to depart the old runway and the first to land on the new runway.



Spence Hardy, Livingston County Airport's namesake. ●
Photo by Sarah Johnson.

- The new runway nears completion with the old runway still open for use. Photo by Mike McCarville.



The installation of the congressionally-mandated ILS was completed in 2006 and the flight checks were completed in September. The approach was published and commissioned on November 23, 2006.

The Livingston County Airport currently has T-hangers available for lease and land for box hangar and commercial business development.

Just over ten years elapsed from the beginning of the planning to the completion of the runway and ILS. Long-term projects such as this do not happen without planning, cooperation, and dedication by all parties involved. This includes the Livingston County Board of Commissioners and the Livingston County Aeronautical Facilities Board as the local airport sponsor, MDOT-Aeronautics, and the Federal Aviation Administration. The expertise of outside consultants is required for most airport projects and these have included: Mead & Hunt (planning, engineering & construction administration), SmithGroup JJR (Environmental Assessment & wetland mitigation design), Commonwealth Associates (land acquisition), and R.W. Armstrong (engineering & construction administration). The major contractors included Dan's Excavating, Bernie Johnson Trucking and D.J. McQuestion and Son.

Mark Johnson has been Airport Manager at the Livingston County Spencer J. Hardy Airport for over fifteen years. He is a graduate of the University of North Dakota with a degree in Airport Administration. He had internships at Denver's Centennial Airport and Grand Forks International Airport prior to moving to Michigan. He is a past president of the Michigan Association of Airport Executives, and has a private pilot rating for single engine land and hot air balloons. His wife Sarah is also a balloon pilot.



- A view toward the Southeast. Site preparation for the new runway and T-hanger site. Photo by Mike McCarville.



- Final approach for the first landing. Photo by Mark Johnson.



COMMISSION ACTION

The Michigan Aeronautics Commission met on July 26, 2006 in Lansing, on September 13, 2006 in Marquette, and on November 15, 2006 in Lansing. Action items included the approval of funding for airport improvements across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees. Following are the approved projects:

July 26, 2006 Meeting

BATTLE CREEK

W. K. Kellogg Airport

\$48,000 for hangar relocation, environmental assessment, and appraisal services. \$38,400 federal, \$8,400 state, and \$1,200 local.

CHARLEVOIX

Charlevoix Municipal Airport

\$10,700 for an Airport Layout Plan update. \$8,560 federal, \$1,872 state, and \$268 local.

CHARLOTTE

Fitch H. Beach Municipal Airport

\$94,000 for a feasibility study to determine if the airport can meet future community needs. \$75,200 federal, \$16,450 state, and \$2,3050 local.

CLARE

Clare Municipal Airport

\$80,000 for land acquisition. \$64,000 federal, \$14,000 state, and \$2,000 local.

DETROIT

Coleman A. Young Municipal Airport

\$2,601,563 for land acquisition. \$2,081,250 federal, \$455,274 state, and \$65,039 local.

Coleman A. Young Municipal Airport

\$400,000 for partial rehabilitation of Runway 7/25, runway crack sealing, painting, and construction of a supplemental wind cone. \$320,000 federal, \$70,000 state, and \$10,000 local.

Detroit Metro Wayne County Airport

\$15,825,208 for the rehabilitation of Runway 3R/21L and Taxiway W. \$11,868,906 federal and \$3,956,302 local.

Willow Run Airport

\$1,375,041 to upgrade signs and electrical substations. \$1,237,537 federal, \$68,752 state, and \$68,752 local.

Willow Run Airport

\$3,421,053 to construct a new parallel taxiway. \$3,250,000 federal, \$85,526 state, and \$85,527 local.

FLINT

Bishop International Airport

\$4,444,444 for land acquisition for a future inter-modal transportation facility. \$4,000,000 state and \$444,444 local.

Bishop International Airport

\$225,000 for obstruction removal and electrical upgrades. \$202,500 federal, \$11,250 state, and \$11,250 local.

HILLSDALE

Hillsdale Municipal Airport

\$150,000 for consultant costs for land acquisition and wetland delineation. \$120,000 federal, \$26,250 state, and \$3,750 local.

LANSING

Capital City Airport

\$1,737,105 for projects associated with the extension of Runway 28L including land acquisition, an environmental assessment, relocation of several roads, and relocation of navigation aids. \$1,650,250 federal, \$43,428 state, and \$43,427 local.

LAPEER

DuPont-Lapeer Airport

\$220,000 for acquisition of snow removal equipment and building. \$176,000 federal, \$38,500 state, and \$5,500 local.

MANISTEE

Manistee County-Blacker Airport

\$747,500 to upgrade airport guidance signs and markings. \$598,000 federal, \$130,812 state, and \$18,688 local.

MARLETTE

Marlette Township Airport

\$30,500 for a comprehensive obstruction survey. \$24,400 federal, \$5,388 state, and \$762 local.

OWOSSO

Owosso Community Airport

\$187,500 to rehabilitate and expand the terminal apron. \$150,000 federal, \$32,812 state, and \$4,688 local.

SAGINAW

MBS International Airport

\$100,000 for a terminal building study and preparation of a conceptual design. \$95,000 federal, \$2,500 state, and \$2,500 local.

TRAVERSE CITY

Cherry Capital Airport

\$270,000 to rehabilitate Runway 10/28 lighting, signs, and runway sensors. \$243,000 state and \$27,000 local.

WHITE CLOUD

White Cloud Airport

\$108,000 for design work and an environmental assessment for an extension of Runway 18/36. \$86,400 federal, \$18,900 state, and \$2,700 local.

September 13, 2006 Meeting

BENTON HARBOR

Southwest Michigan Regional Airport

\$310,000 for a preliminary engineering study for Runway 9/27 safety area improvements. \$248,000 federal, \$54,250 state, and \$7,750 local.

Southwest Michigan Regional Airport

\$394,956 for land acquisition. \$315,965 federal, \$69,117 state, and \$9,874 local.

CHEBOYGAN

Cheboygan County Airport

\$75,000 for an airport layout plan update, design work for the extension of Runway 16/34, and obstruction clearing in the approaches to Runways 9 and 34. \$60,000 federal, \$13,125, and \$1,875 local.

DETROIT/GROSSE ILE

Grosse Ile Municipal Airport

\$62,400 for an airport layout plan update. \$49,920 federal, \$10,920 state, and \$1,560 local.

GRAND RAPIDS

Gerald R. Ford International Airport

\$260,000 for a pavement management analysis and design of a new perimeter road. \$247,000 federal, \$6,500 state, and \$6,500 local.

HILLSDALE

Hillsdale Municipal Airport

\$1,250,000 for land acquisition including closing and relocation costs. \$1,000,000 federal, \$218,750 state, and \$31,250 local.

HOWELL

Livingston County-Spencer J. Hardy Airport

\$325,000 for land acquisition. \$260,000 federal, \$56,875 state, and \$8,125 local.

JACKSON

Jackson County-Reynolds Field

\$163,000 for design work for the extension and rehabilitation of Runway 14/32 and Taxiway D. \$130,400 federal, \$28,525 state, and \$4,075 local.

MANISTEE

Manistee-Blacker Airport

\$2,500,000 for improvements to the terminal building, entrance road, apron, and parking lot. \$2,375,000 state and \$125,000 local.

NEW HUDSON

Oakland/Southwest Airport

\$185,000 for land acquisition consultant costs. \$148,000 federal, \$32,375 state, and \$4,625 local.

NILES

Jerry Tyler Memorial Airport

\$36,000 for land acquisition costs. \$28,800 federal, \$6,300 state, and \$900 local.

SOUTH HAVEN

South Haven Area Regional Airport

\$83,000 for the first phase of an airport layout plan update. \$66,400 federal, \$14,525 state, and \$2,075 local.

STATEWIDE

Various Airports

A \$1,405,000 contribution to the Wetland Credit Bank. \$1,124,000 federal, \$245,875 state, and \$35,125 local.

November 15, 2006 Meeting

ALLEGAN

Padgham Field

\$473,938 for land acquisition, wetland mitigation, and design work for a project to realign and extend Runway 10/28 and associated taxiways. \$379,150 federal, \$82,939 state, and \$11,849 local.

BATTLE CREEK

W. K. Kellogg Airport

\$1,544,070 for land acquisition and associated relocation costs. \$1,235,256 federal, \$270,212 state, and \$38,602 local.

BAY CITY

James Clements Airport

\$25,000 for T-hangar design. \$20,000 federal, \$4,375 state, and \$625 local.

CLARE

Clare Municipal Airport

\$160,000 for land acquisition. \$128,000 federal, \$28,000 state, and \$4,000 local.

DETROIT

Detroit Metro Wayne County Airport

\$151,211 for residential sound insulation. \$120,968 federal and \$30,243 local.

GRAND LEDGE

Abrams Municipal Airport

\$128,750 for land acquisition. \$103,000 federal, \$22,531 state, and \$3,219 local.

HASTINGS

Hastings Airport

\$350,000 for land acquisition to protect the approach to Runway 18. \$280,000 federal, \$61,250 state, and \$8,750 local.

HILLSDALE

Hillsdale Municipal Airport

\$625,000 for land acquisition. \$500,000 federal, \$109,375 state, and \$15,625 local.

LAMBERTVILLE

Toledo Suburban Airport

\$55,000 for obstruction clearing in the approach to Runway 27, Runway 27 threshold lighting and marking, and installation of a perimeter fence. \$52,250 state and \$2,750 local.

LANSING

Capital City Airport

\$193,000 for design of a cargo apron and for an approach survey. \$183,350 federal, \$4,825 state, and \$4,825 local.

MACKINAC ISLAND

Mackinac Island Airport

\$1,200,000 for land acquisition in the west approach and runway protection zone. \$960,000 federal and \$240,000 state.

OWOSSO

Owosso Community Airport

\$105,000 for land acquisition and partial airport layout plan update. \$84,000 federal, \$18,375 state, and \$2,625 local.

ROGERS CITY

Presque Isle County Airport

\$407,500 for land acquisition, a partial parallel taxiway, and a hangar access drive. \$326,000 federal, \$71,312 state, and \$10,188 local.

SAGINAW

Harry W. Browne Airport

\$75,000 for a partial airport layout plan update, and design work for the rehabilitation of Runway 5/23 and runway lights. \$60,000 federal, \$13,125 state, and \$1,875 local.

WEST BRANCH

West Branch Community Airport

\$60,000 for an environmental assessment for construction of a runway safety area. \$48,000 federal, \$10,500 state, and \$1,500 local.

NEW MEMBER JOINS COMMISSION



J. William Prochazka, of Galesburg, has been appointed to the Michigan Aeronautics Commission by Governor Jennifer Granholm. Mr. Prochazka has 27 years of experience in the Aviation Industry including manufacturing, engineering, production, marketing, and maintenance. He holds a B.A. degree in Industrial Electronics/Electronic Communications from ETI in Denver, Colorado and is presently enrolled in a Bachelor in Business Management program at the University of Phoenix.

Mr. Prochazka's professional experience includes employment with Cessna Aircraft Company as an Avionics Technician, Flight Line Crew Chief, and Service Engineer. From 1985 until 1987 he worked at Monarch Aviation in Grand Junction, Colorado as an Avionics Manager. In 1987 he began employment with Duncan Aviation, first in Lincoln, Nebraska and then in Battle Creek. His positions at Duncan have included Customer Service Manager, Vice President of Aircraft and Customer Services, and, currently, Executive Vice President and General Manager.

Commission Chair, James Collins and Director Rob Abent joined other commission members and MDOT Aeronautics staff in welcoming Mr. Prochazka at the November 15, 2006 commission meeting.



Photo by Tim Burke, MDOT photo lab.

AVIATION INFORMATION

Continued On From Page 3

which offers current and aspiring maintenance technicians the opportunity to receive initial technician training courses for several aircraft models. Maintenance TRACS also provides scholarship courses for aircraft, engines avionics and professional development. NBAA offers the Maintenance TRACS program in conjunction with 10 corporate sponsors: Bombardier Aerospace, Cessna Aircraft, Cornerstone Strategies, FlightSafety International, GE Engines, Global Jet Services, Gulfstream Aerospace, Honeywell, Sino-Swearingen Aircraft Corp. and Rolls-Royce. Awards will be presented at the 2007 NBAA Maintenance Management Conference.

The NBAA Maintenance Committee administers this scholarship program and will make awards to U.S. citizens or permanent residents without regards to sex, race, religion or national origin. Awards will be redeemable under the conditions established by NBAA and the sponsors listed above, and are limited to a one-time maximum award per person per year. For training awards, checks will be made payable to the training provider; for any additional cash awards, where applicable, checks will be made payable to the student directly after completion of the course or training class. Scholarship recipients must complete all professional/educational training and redeem

the award within one year from the date of announcement, unless otherwise noted, or risk forfeit of the award. Recipients also are responsible for costs associated with the scholarship, such as travel and lodging expenses, unless otherwise noted. Maintenance TRACS is one of several scholarships offered by NBAA to promote professional development and business aviation careers.

For more information, visit www.nbaa.org/scholarships.

Jennifer Granholm, Governor

MICHIGAN AERONAUTICS COMMISSION

James M. Collins, Chair - Marquette
Joyce M. Woods, Vice Chair - Linden
Sidney Adams, Jr., Battle Creek
Terry Everman, Flushing
J. William Prochazka, Galesburg
Kirk T. Steudle, Director
Michigan Department of Transportation
Capt. Daniel B. Atkinson
Michigan State Police
Brigadier General Richard G. Elliott
Michigan Department of Military and Veterans Affairs
Mindy Koch
Michigan Department of Natural Resources
Rob Abent, Director
Michigan Aeronautics Commission
Barbara Burris
Executive Assistant to the Commission
Thomas Krashen - Editor
Randy Debler - Graphic Designer



FEBRUARY 2ND & 3RD, 2007
www.greatlakesaviationconference.com



OFFICIAL PUBLICATION, MDOT Bureau of Aeronautics and Freight Services
2700 E. Airport Service Drive Lansing, Michigan 48906-2160 / Telephone: 517-335-9283

PRSRTD STD

U.S. POSTAGE

PAID

Lansing, Michigan
Permit No. 1200